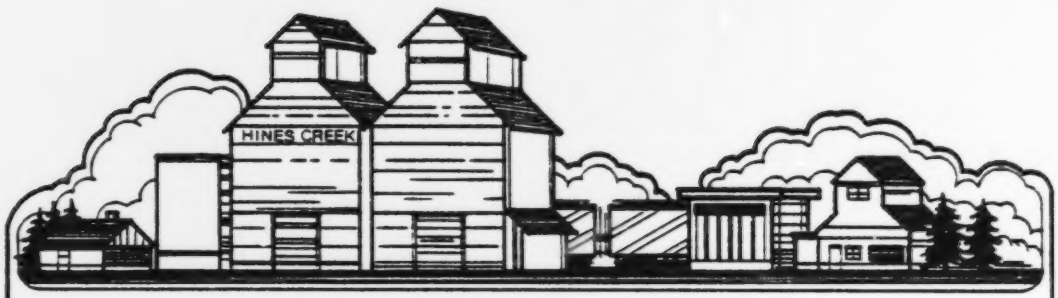
VILLAGE OF
HINES CREEK

PROVINCE OF ALBERTA



GENERAL MUNICIPAL PLAN

peace river
regional planning commission

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July 15, 1982
File: M1-1 HC

The Village of Hines Creek
Box 421
Hines Creek, Alberta
TOH 2A0

ATTENTION: Mrs. Hazel Dow, Secretary-Treasurer

TO: Mayor Dave Kisilewich and fellow Village Council Members

It is the Peace River Regional Planning Commission's pleasure to forward to Village Council the General Municipal Plan for the Village of Hines Creek.

The General Municipal Plan is designed to provide guidance and policy to future land use planning in the Village. As with any planning document dealing with future growth, amendments and updating will be required in order to keep the General Municipal Plan best suited to the Village of Hines Creek. Certainly the intent of the General Municipal Plan is to promote the orderly and economic growth of the Village of Hines Creek.

The Peace River Regional Planning Commission would like to thank the Council and staff of the Village of Hines Creek for the excellent cooperation during the preparation of the General Municipal Plan. This cooperation has led to a General Municipal Plan well suited to the Village. The efforts by Village Council and staff have to be applauded.

We look forward to working with Village Council on the future planning endeavours of the Village of Hines Creek.

Yours sincerely,

S. Fagyas

Stephen Fagyas, M.C.I.P.
DIRECTOR

/jb

VILLAGE OF HINES CREEK
PROVINCE OF ALBERTA

BYLAW NO. 323

A BYLAW TO ENACT THE
GENERAL MUNICIPAL PLAN
FOR THE VILLAGE OF HINES CREEK

- WHEREAS Section 61(2) of the Planning Act, R.S.A., 1980 and amendments thereto, permits the Council of the Village of Hines Creek to adopt a General Municipal Plan by Bylaw; and

- WHEREAS The Council of the Village of Hines Creek deems it advisable to adopt such a Bylaw:

- NOW THEREFORE The Council of the Village of Hines Creek, duly assembled, hereby ENACTS as follows:

1. THAT this Bylaw may be cited as the "General Municipal Plan Bylaw".

2. THAT the General Municipal Plan, including Schedule "A" attached hereto is designed for the orderly and economic development of the Village and is hereby adopted as the General Municipal Plan for the Village of Hines Creek.

3. THIS Bylaw shall take effect on the date of its final passing hereof.

READ a first time the 7th day of April A.D., 1982.

READ a second time the 3rd day of June A.D., 1982.

READ a third time and finally passed the 9th day of June A.D., 1982.

CERTIFIED A TRUE COPY

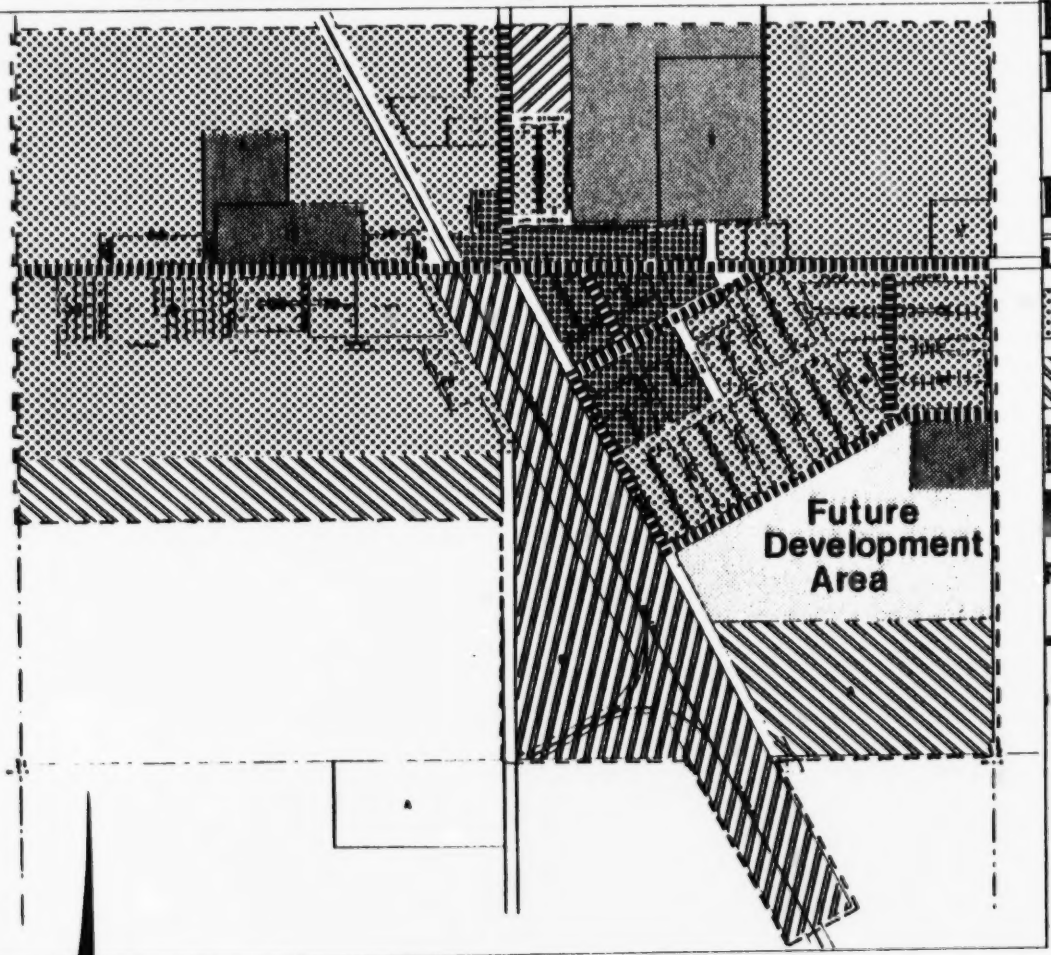
(signed) D. Kisilewich
D. KISILEWICH
MAYOR

Village of Hines Creek
Province of Alberta

(signed) H. Dow
H. DOW
SECRETARY-TREASURER

VILLAGE OF HINES CREEK

General Municipal Plan



Schedule 'A'
Future Predominant Land Use

Legend

Land Use

- Residential
- Industrial
- Primiary Commercial (Central Business District)
- Community

Roads

- Highway
- Collector

Bylaw no. 323

Adopted this 9th day of June 1982 A.D.

Signed _____
Mayor
D. Kisilewich

Signed _____
Municipal Adminstrator
H. Dow

prepared by peace river regional planning commission

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INTRODUCTION

SECTION ONE

Section One - INTRODUCTION

1. GENERAL PLAN AREA

All lands lying within the corporate boundary of the Village of Hines Creek as of January 1, 1982 are considered the planning area for the purposes of this General Municipal Plan.

2. THE PLANNING ACT

This General Municipal Plan was prepared according to Section 63 of the Planning Act, 1980 (as noted):

> "63 A general municipal plan shall
>
> (a) describe
>
> (i) the land uses proposed for the municipality, and
>
> (ii) the manner of and the proposals for future development in the municipality:
>
> (b) designate or describe the areas of the municipality that would, in the opinion of the council, be suitable for an area structure plan or an area redevelopment plan or both;
>
> (c) contain any other matters that the council considers necessary."

3. THE SCOPE AND IMPLEMENTATION OF THIS BYLAW

The land use and development policies contained in this plan are intended to guide the municipal administration and private interests in such a way as to ensure the orderly and economical development of the community.

(a) Regional Plans

It is intended that this document be in conformity with any preliminary regional plan or any regional plan which is in effect at the time this document became the General Municipal Plan of the Village of Hines Creek in accordance with Section 54(2) of the Planning Act, 1980.

(b) Land Use Bylaws

A land use bylaw for the Village of Hines Creek was prepared and adopted to implement the policies contained in this General Municipal Plan according to the following section of the Planning Act, 1980:

"68(2) A council of a municipality with a population of less than 1000 may pass a bylaw in accordance with Part 6, to be known as the "(name of municipality) Land Use Bylaw."

This land use bylaw shall be formulated and brought into effect in accordance with the provisions of the Planning Act, 1980, as amended, and shall conform to the Village of Hines Creek General Municipal Plan.

(c) Subdivision of Land

The policy of the Council of the Village of Hines Creek shall be that no proposed subdivision will be recommended to the Peace River Regional Planning Commission for approval unless the proposed subdivision conforms to the land use and development policies described in this General Municipal Plan, (ii) the proposed subdivision does not adversely affect the economy of the Village, and (iii) the proposed subdivision can be adequately supplied with services.

(d) Public Information

The Village of Hines Creek shall ensure that upon approval of this plan, this document will be reproduced at reasonable cost and in such form and number as is deemed necessary in order that the policies contained herein be available to any member of the public seeking such information.

4. REVIEW AND AMENDMENT PROCEDURE

This General Municipal Plan is not intended to be fixed or inflexible. To the contrary, as changing conditions dictate, the General Municipal Plan document will be reviewed and amended in accordance with sections 139 to 143 inclusive of the Planning Act, 1980.

5. INTERPRETATION

(a) Flexibility

It is intended that the boundaries of land use classes as shown on Schedule A, the location of future roads as shown on Schedule A, and all quantities and figures contained herein be considered as approximate only and not absolute. Any minor adjustments or variances that may be necessary to land use classes, location of future roads, quantities and figures will not require an amendment to this plan.

(b) Definitions

In this General Municipal Plan all words and expressions shall have the meanings respectively assigned to them in the Planning Act and regulations and the Land Use Bylaw.

BASIS AND GOALS

SECTION TWO

Section Two - BASIS AND GOALS

1. BACKGROUND STUDIES

The policies in the Village of Hines Creek General Municipal Plan are largely derived from the information presented in the Village of Hines Creek Options for Growth, completed in 1980 and the Village of Hines Creek General Planning Guidelines completed in 1975 though never adopted by Village Council.

An analysis of existing conditions, regarding land use, was completed during March, 1981 for the Village of Hines Creek.

Further analysis regarding future growth options outside the existing boundaries, of the Village of Hines Creek, may be undertaken. Annexation proposals should not be undertaken until studies are completed to support any annexation proposal. Future annexations should provide for a twenty (20) year supply of land.

2. BASIC FACTORS INFLUENCING DEVELOPMENT

(a) The Planning Period

The General Municipal Plan for the Village of Hines Creek calls for the current population of approximately 527 persons to expand to fill the existing, vacant, residentially developable land.

Due to the uncertainty of the larger tracts of vacant land within the Village of Hines Creek, the General Municipal Plan is designed to facilitate growth to a population of approximately 1200 persons.

Any population projections cannot account for economic fluctuations or other future conditions that may influence population growth. As a result, the time frame for the planning period is flexible and must be reviewed every few years depending on Village growth.

In addition to population growth potential within current Village boundaries, it is necessary, at some future date, to review options for boundary expansion in order to accommodate added growth.

(b) Agricultural Service Centre

The Village has several agriculture related industries such as grain elevators, farm machinery dealerships, fertilizer and anhydrous ammonia bulk storage, and fuel storage.

(c) Resource Service Centre

The Zavisha Sawmill is located west of the railway line within the village boundary and a sawmill equipment dealership has recently been opened in the Village's commercial area. North Canadian Forest Industries also operates a sawmill several miles northeast of the Village.

Also among the resource related activities in the Village of Hines Creek are seismic and well clean-up services, an oilfield trucking company and oil and gas exploration activities.

The iron ore reserves at Clear Hills possess potential for development of over 1 billion tons of low grade iron ore. It has generally been considered that the best opportunity for using the ore would be in conjunction with an integrated steel operation. A consultants report examining growth patterns in the north-central Peace region indicates the possibility that a pilot extraction plant employing about 30 persons might be constructed in 1990 near the Village of Hines Creek.

3. GOALS

The intent of this General Municipal Plan is to manage and direct the growth of the community in a manner to maximize the long term benefits to the inhabitants of the Village of Hines Creek.

Prior to the establishment of specific land use and development policies, it is desirable to formulate a set of reasonable goals for future growth within the Village of Hines Creek.

The goals of this General Municipal Plan for the Village of Hines Creek, are:

1. To guide the location and type of new development in order to promote a pattern of rational and orderly development.

2. To provide a diversity and supply of housing accommodation adequate to meet the needs of the community.

3. To ensure that future development and redevelopment is directed to appropriate sectors of the community in a manner that assures that incompatible land uses are segregated and buffered.

4. To coordinate the land use pattern with the transportation system to facilitate the efficient movement of people and goods.

5. To ensure municipal services are provided to new development at a time and manner which will not require disproportionate public expenditures.

6. To promote the development of recreation and open space areas accessible to the inhabitants of the Village.

7. To allow a balanced tax base to develop in the Village of Hines Creek.

LAND USE AND TRANSPORTATION POLICIES

SECTION THREE

Section Three - LAND USE AND TRANSPORTATION POLICIES

It is the intent of this Plan that the land in the Planning Area shall be developed in accordance with the land use pattern outlined on Schedule "A", Future Predominant Land Use Map. The general principle shall be that any existing land uses which do not conform with the land use designations illustrated on Schedule "A", Future Predominant Land Use Map, on the date this Plan is approved should cease to exist in the long run.

For the purposes of implementing the policies in this section, the Village may consider, when it is appropriate to do so:

(a) the acquisition of certain properties which do not conform with the land use designations displayed on Schedule "A", Future Predominant Land Use Map, to be sold, leased or redeveloped in accordance with the policies governing the appropriate designation, or

(b) the issuance of an order with respect to buildings dangerous to public safety in accordance with Section 161 of the Municipal Government Act, R.S.A., 1980 and amendments thereto, or

(c) taking such action with respect to unoccupied buildings in accordance with Section 162 of the Municipal Government Act, R.S.A., 1980, and amendments thereto.

1. GENERAL POLICIES

(a) New subdivisions shall have water, sewer, power, gas, street lighting, may require paved roads and any other utilities that may be deemed necessary unless provision is made between the developer and Village Council in accordance with a developer's agreement.

(b) The Village shall enter into agreements with developers for the provision of all on-site and off-site services and facilities.

(c) Land uses may only be approved when the land uses are compatible with surrounding land uses.

(d) Adequate open space and recreational land may be provided in all subdivisions.

(e) Satisfactory arrangements shall be made for adequate parking space in any new developments.

(f) The visual amenity of the Village shall be preserved when considering new development.

2. RESIDENTIAL DEVELOPMENT POLICIES

The residential designation means that the predominant use of land shall be for living accommodation of all types. Land uses which are complimentary to or serve the basic residential uses such as; parks, churches, neighbourhood commercial uses and other desirable facilities shall also be permitted.

The general principles to be used in the development and land use bylaw implementation of areas designated residential shall be the following:

(a) Residential development shall occur in such a manner as to allow municipal servicing to be provided in an orderly and economic manner.

(b) Where it is not possible to separate residential uses from non-compatible uses, an adequate landscaped buffer shall be provided.

(c) Residential uses will be encouraged to be located as close to parks and schools as is practical.

(d) The capacity of existing community facilities may be considered before approving new residential development.

(e) The separation of pedestrian and vehicular traffic movement shall be encouraged in residential subdivision design.

(f) Residential - Multiple Family

(i) In considering applications for multiple family residential development, such as townhouses and apartments, the following factors will be encouraged to be considered:

- impact on community facilities,
- increased traffic flows and resultant problems, if any,
- the visual amenity of the area,
- provision of adequate on-site parking,
- the relationship to adjacent land uses such as single-family residential and industrial.

(ii) Multiple family residential development will be encouraged to develop on collector roads.

(iii) Accessibility to open space areas and recreational facilities will be encouraged to be a consideration when considering applications for multiple family residential development.

(iv) The height of multiple-family residential developments will be encouraged to be developed in keeping with the scale of the surrounding area, especially with regard to single family housing.

(v) Adequate buffering where deemed necessary when considering applications for multiple family development due to the nature/type of adjacent land uses, shall be provided.

(vi) Compatible public uses shall be permitted in multi-family residential areas.

(g) Residential - Mobile Home Subdivision

(i) The land use bylaw shall clearly establish development provisions for residential-mobile home subdivisions.

(ii) When considering an application for residential-mobile home subdivisions the following factors shall be considered:

- surrounding land uses,
- availability of servicing and utilities,
- access to open space and recreational facilities,
- impacts on the road system.

(iii) Residential-mobile home subdivisions will be viewed as an alternative, conventional housing type and encouraged to locate in residential areas of the Village.

(iv) Concentration of residential-mobile home subdivisions will be encouraged.

(h) Residential - Mobile Home Park

(i) Residential-mobile home park uses may include single-wide and double-wide mobile home units; a single family dwelling in which the park manager or operator may live; and specific commercial and office uses serving the immediate park.

(ii) For all residential-mobile home park proposals a site plan for development shall be submitted. The site plan shall include:

- location and boundaries of the mobile home park,
- internal roadways,
- park and playground facilities,
- provision for utilities,
- arrangements for solid waste disposal,
- any other such requirements determined to be necessary by Village Council.

(iii) The residential-mobile home park shall be adequately drained.

(iv) The land use bylaw shall clearly establish standards on the size and design of a residential-mobile home park. This would include adequate on-site parking facilities.

(v) Area shall be provided on the residential-mobile home park site so that properly landscaped buffer strips can be developed to insulate the residential-mobile home park from adjacent land uses.

(i) Redevelopment and infilling shall be permitted and encouraged in established residential areas provided that the proper and necessary lot coverage and setback requirements contained in the implementing land use bylaw are observed.

In considering an application for redevelopment and infill of single family housing, the following factors may be considered:

- width of adjoining lots
- potential for consolidation of adjoining lots in order to prevent isolation of narrow lots
- siting of dwelling on the lot
- compatibility of proposed dwelling with desired character of the block, height, bulk and building facade
- disposition of any mature vegetation
- parking availability and access points
- requirements for landfill in relation to the topography of the lot.

3. COMMERCIAL DEVELOPMENT POLICIES

The commercial designation of land means the predominant use of land, in the areas so designated, by Schedule "A" - Future Predominant Land Use will be encouraged to be commercial, including primary commercial (central business district); secondary commercial and highway commercial. This may also include neighbourhood commercial facilities that could be developed in a residential area.

The general principles to be used in the development and land use bylaw implementation of areas designated "Primary Commercial" and "Highway Commercial" are as follows:

(a) Commercial development will be directed to areas designated as "Primary Commercial" (central business district); and "Highway Commercial" by Schedule "A" - Future Predominant Land Use.

(b) Satisfactory arrangements shall be made for adequate and accessible parking.

(c) Adequate buffering (including fences and planted screens) will be encouraged to be provided where any commercial uses back onto; public roads, residential uses or any other uses Village Council deems desirable.

(d) Adequate provision shall be made for loading and unloading.

(e) Convenience commercial outlets may be allowed to locate in new residential areas along collector roads.

(f) Primary Commercial - Central Business District

(i) The Village shall encourage the infilling and redevelopment of existing vacant and non-commercial properties in the area designated as "Primary Commercial" on Schedule "A" - Future Predominant Land Use.

(ii) Primary commercial development will be encouraged to expand east and west of the existing primary commercial as outlined on Schedule "A" - Future Predominant Land Use.

(iii) The Central Business District will be encouraged to be made as attractive as possible by such means as tree planting; street cleaning and sign control.

(iv) The primary commercial designation is to ensure that land is available for retail/commercial activities which will develop in an intensive manner and include such uses as:

- retail and commercial outlets;
- office accommodation;
- cultural, recreational and institutional uses;
- appropriate residential development.

(v) The Village will encourage the development of one compact central commercial area.

(g) Secondary Commercial

(i) Secondary commercial uses comprise those commercial uses which require: large floor spaces; extensive display and outdoor storage areas; or generate a high degree of vehicular traffic. Secondary commercial uses include such operations as; service stations or garages, farm implement dealerships, automobile dealerships and welding shops. Compatible public uses are also included.

(ii) Any secondary commercial use, provided it is adequately buffered, may be accommodated in designated industrial areas on sites fronting along collector roads within those areas designated "Light Industrial" by Schedule "A" - Future Predominant Land Use.

(iii) Any secondary commercial use, provided it is adequately buffered from any adjoining residential or primary commercial use may be accommodated in areas designated as "Highway Commercial" by Schedule "A" - Future Predominant Land Use.

(h) Highway Commercial

(i) Highway commercial uses are located adjacent to a major highway; often contain larger lot sizes than primary commercial; and may include such uses as; service stations, drive-in restaurants, motels and hotels. Compatible public uses are also included.

(ii) A service road along the highway will be encouraged to be provided for all highway commercial sites.

(iii) All lights and signs shall be constructed and located in such a manner so as to offer minimum interference with highway traffic.

(iv) Development will be encouraged to be phased to minimize scattered development on large tracts of land designated as "Highway Commercial".

(v) The Village will encourage appropriate landscaping for highway commercial sites in order to improve visual appearance.

(vi) A high standard of architectural treatment will be encouraged in developments along the highway system.

4. INDUSTRIAL DEVELOPMENT POLICIES

The industrial designation of land means that the predominant use of land, in areas so designated by Schedule "A" - Future Predominant Land Use, will be for light and heavy industrial uses.

The general principles to be considered in the development and land use bylaw implementation of the area designated "Industrial" are as follows:

(a) Industrial development will be directed to areas designated as "Industrial" by Schedule "A" - Future Predominant Land Use and shall have regard to:

- accessibility to rail access,
- highway access,
- adjacent land uses.

(b) Adequate buffering may be provided where outdoor storage areas abut other properties or public roads.

(c) Adequate off-street parking and loading facilities shall be provided.

(d) A service road may be provided for all industrial development fronting onto a collector roadway.

(e) Circulation for industrial development will be encouraged to be sufficiently continuous to allow easy access and manoeuvering space for large vehicles.

(f) The Village of Hines Creek shall play an active role in promoting industrial land use in the Village of Hines Creek.

(g) Due to the lack of land adjacent to railway access, land adjacent to the railway will be primarily reserved for rail related industry.

5. COMMUNITY DEVELOPMENT POLICIES

The community designation of land means that the predominant use of that land shall be for community and institutional uses, such as: schools; churches; hospitals; parks; community halls; and other recreational pursuits.

The general principles to be used in the development and land use bylaw implementation of the areas designated "Community" by Schedule "A" - Future Predominant Land Use are as follows:

(a) Community uses will be encouraged to locate in areas compatible to the community use.

(b) Residential uses associated with community use may be allowed to occur provided there is room for the future expansion of the community use.

(c) Open space and recreational facilities will be encouraged to locate in a manner that provides easy accessibility to the residents of the Village.

(d) Open space areas may be provided as "buffer" areas along river valleys; highway routes; railway lines; and as links to schools and community uses.

(e) The Village of Hines Creek may promote the development of community facilities in locations easily accessible to all local residents.

6. TRANSPORTATION POLICIES

A road hierarchy has been included as part of Schedule "A" - Future Predominant Land Use because of the important relationship between transportation and land use in the Planning Area. The formulation of a road classification system and a set of transportation policies is directed toward the satisfaction of two major objectives:

- the movement of through-traffic into and out of the Village as efficiently as possible, and
- the safe and unimpeded movement of people and goods between different land use areas.

The general principles to be used in the development of transportation facilities are as follows:

(a) Road Classification System

(i) Provincial Highways

This designation applies to roadways under the jurisdiction of Alberta Transportation. These roads are designed to facilitate through traffic movement of medium to high volumes on two to four traffic lanes with access to abutting properties being restricted unless absolutely necessary.

(ii) Arterial Roads

In urban areas, the major function of arterials is through movement. Low volume arterials may also provide some direct land access. Moderate volume arterials both 2 lane and 4 lane may require freeway standards with strictly controlled access.

(iii) Collector Roads

These roadways collect traffic from local roads and feed it to the arterial system. Collector roads typically provide land access and through movement function. They also tend to be wider and of higher standard than local roads.

(iv) Local Residential Streets

Provide access to abutting properties. In urban areas, local streets are paid for directly or indirectly by the properties which they serve.

(b) General Transportation Policies

(i) To develop an integrated, safe, attractive and efficient transportation system for the movement of people and goods, the Village will encourage:

- that the design of the various elements of the transportation system will assist in the implementation of the policies of this Plan,
- that provision is made to coordinate transportation facilities with the development of new areas,
- that construction or maintenance of roadways shall be coordinated with other utility improvements,
- that the design and planning of roadways will consider adjacent land uses and the volume and direction of expected traffic,
- that various means such as; sidewalks, truck routes, on-street parking restrictions and access onto highway provisions, be provided to ensure the safe and efficient movement of people and goods,
- that a transportation system be developed to provide efficient access to all areas of the community.

(ii) Appropriate minimum carriageway widths are encouraged for transportation routes in the Village. The following guidelines are intended to be used for minimum carriageway widths related to land development in the Village:

- The minimum carriageway width of minor roads will be encouraged to be 32 feet in laneless subdivisions and 30 feet in subdivisions where lanes are provided.
- The maximum carriageway width of minor roads in industrial and highway commercial areas will be encouraged to be 38 feet.
- The minimum carriageway width of collector roads in industrial areas will be encouraged to be 44 feet.
- The minimum carriageway width of collector roads will be encouraged to be 38 feet although a greater width may be necessary in some cases depending on utility alignments and adjacent development.

(iii) No proposed development abutting a collector road shall be approved until such time as the Village is satisfied that any necessary future road widening requirements have been incorporated into the proposal.

(iv) Where multiple family housing will front onto both sides of a local road, a collector road will be encouraged to be constructed instead to maintain traffic flow and to allow for greater on-street parking requirements.

(v) Any group of minor roads will be designed and encouraged to serve no more than 125 dwelling units before joining a collector road.

(vi) All roads will be encouraged to be constructed of a compacted or granular surface and shall be well drained, graded and suitable for use during all seasons.

(vii) All roads in residential areas will be encouraged to have curb and gutter and an all weather hard compacted surface.

(c) Highway Development

(i) Service roads will be encouraged to be provided for any development fronting onto Highway No. 64 and Highway No. 685.

(ii) Access onto Highway No. 64 and Highway No. 685 will be restricted.

(iii) Applications for development, along or adjacent to Highway No. 64 and Highway No. 685, shall be referred to Alberta Transportation for comment where deemed necessary by the Village.

(d) On-Street Parking

(i) On-street parking will not be encouraged in industrial areas due to the turning movements of large vehicles.

(ii) On-street parking will not be encouraged on collector roads.

(e) Sidewalks

(i) Sidewalks will be encouraged to be provided on at least one side of all residential streets and shade trees may be planted on all such streets.

(ii) Sidewalks will be encouraged to be provided on at least one side of a collector road.

(f) Truck Routes

(i) The Village recognizes the importance of the movement of goods to, from and within the Village and will be encouraged to designate efficient truck routes to minimize adverse effects upon overall vehicle movement; pedestrian movement; and residential areas.

(g) Schematic Collector Roads

(i) The schematic collector roads, as shown on Schedule "A" - Future Predominant Land Use, are for guideline puposes only and pending future development will be encouraged to become designated collector roads through amendment to this Bylaw.

7. FUTURE DEVELOPMENT AREA

(a) Land uses that may be permitted in the Future Development Area include residential or industrial, where practical and deemed appropriate by Village Council.

(b) The Future Development Area may require an area structure plan outlining; intended land uses, road pattern, public reserve and any other information deemed necessary by Village Council.

(c) Any development in the Future Development Area shall have water, sewer, power, gas, street lighting, may require paved roads and any other utilities that may be deemed necessary unless provision is made between the developer and Village Council in accordance with a developer's agreement.

DEVELOPMENT POLICIES

SECTION FOUR

Section Four - DEVELOPMENT POLICIES

The policies contained in this section are designed to support, strengthen or complement all of the preceeding goals and policies contained in this document.

1. RESPONSIBILITY OF DEVELOPERS

(a) In all private development areas the developer is responsible for providing the required public roadways, sidewalks, curbs, drainage ditches, storm sewers, culverts, land fills, water supply systems, railway road crossings, sanitary sewers and other service infrastructure necessary to serve the development.

(b) In all development areas adjacent to watercourses within the Village, the developer may be responsible for providing the Village with an environmental assessment of the proposed development area which shall accompany the proposal. No proposed development shall be approved until such time as the Village is satisfied that the development will not cause or result in unnecessary financial burdens on the Village or future residents because of flooding or water damage.

The environmental assessment may consist of:

(i) a description of soil conditions and ground water table levels in the proposed development area, and
(ii) the methods by which the developer proposes to deal with any soil or water problems.

2. SUBDIVISION OF LAND

(a) In all areas of residential and industrial expansion, any proposed subdivision of land within any such area may require an Area Structure Plan for that entire residential or industrial expansion area. No subdivision shall commence until such a plan has been approved by the Village.

(b) The Area Structure Plan shall show:

(i) the general pattern of subdivision for the area to be developed. Where the area to be developed is part of a larger area, the whole of which may eventually be subdivided, an Area Structure Plan for the whole area may be required, and

(ii) designation of specific land uses for the area included in the Area Structure Plan and the existing uses of land in the general vicinity of the area, and

(iii) the provisions to be made for services and utilities and their relation to the overall roadway pattern, and

(iv) contain such other matters as the Council considers necessary.

(c) An Area Structure Plan may not be required where an approved Outline Plan exists previous to the date of adoption of this General Plan as a Bylaw. Subdivision applications made previous to Bylaw adoption may be treated separately from an Area Structure Plan.

3. STAGING

All future development will be encouraged to be staged so as to guarantee the future orderly and economic extension of trunk, storm and sanitary sewers and piped water supplies. Development shall, as a general rule take place; first in areas serviceable by gravity-fed sewer and water systems, second, in areas serviceable by a gravity-fed water system, and third, in areas incapable of being serviced by gravity-fed sewer and water systems.

4. SERVICE CAPACITY

Further urban development in the Village will be encouraged as long as the municipal sewage disposal and water supply systems are capable of providing sufficient capacity.

5. PROVISION OF PARKS

In new residential development areas adequate neighbourhood parks and tot lots may be provided to the size and standards and in the numbers required by the Village.

6. ORDERLY DEVELOPMENT

The subdivision of new parcels in excess of actual need, as demonstrated by the rate of building development on existing parcels, is contrary to the principles of orderly development and the policies are:

(a) In the case of large subdivisions, only a portion of the parcels that can be created from a given area of land may be created at one time. The subdivision of new parcels may not be permitted until 50 percent of the previously created parcels have been developed.

(b) An area of land proposed to be subdivided shall first be assigned a suitable district under the Land Use Bylaw.

7. MOBILE HOME PARKS

(a) The responsibility for the construction and maintenance of internal roads, underground services, communal areas and buildings, together with general park management including snow clearance and garbage collection shall rest with the ownership of the park.

(b) An adequate street and walkway lighting system for the safety and security of all residents shall be provided by the park owner.

(c) A performance bond may be submitted to the Village by a park developer which will not be returned to the developer until such time as the Village is satisfied that the park has been built in accordance with the development permit issued.

8. ANNEXATION

During the process of collecting background information for the preparation of the General Municipal Plan for the Village of Hines Creek, it was concluded that the Village of Hines Creek may require additional land for Village expansion. The need for additional land was in response to additional lands being required for Village expansion for:

- industrial development with rail access,
- secondary commercial - light industrial development,
- highway commercial development,
- residential development.

The need for additional land for Village expansion was based on a 20 year period and supply.

Ultimately the Village of Hines Creek will have to consider the annexation of lands into the Village of Hines Creek from the rural municipality - being Improvement District No. 21.

The principles to be used behind an application for the annexation of land into the Village of Hines Creek will be set with the intent of minimizing the change of land to an urban use from a rural use. These principles include:

(a) General Principles

(i) The Village of Hines Creek will discuss annexation proposals with the surrounding rural municipality, being Improvement District No. 21.

(ii) The annexation of lands will be in accordance with a logical growth pattern to the Village of Hines Creek.

(iii) That adequate land is available for the future expansion of the Village of Hines Creek.

(iv) That land annexed into the Village of Hines Creek may require an area structure plan in order to ensure that development of these lands is in accordance with the policies of this Plan and solid planning principles.

(v) That an analysis of financial impact on both municipalities be prepared.

(vi) That an analysis of transportation and accessibility in relation to lands being proposed for annexation into the Village of Hines Creek be prepared.

(b) Preparation of an Annexation Proposal

(i) The Village of Hines Creek will prepare a report regarding the annexation of lands into the Village of Hines Creek. This shall include the following:

- o land requirements based on a 15-20 year period to ensure an adequate land supply,
- o a financial review of the Village of Hines Creek,
- o engineering analysis, including transportation impacts,
- o outline of proposed land uses for the land to be annexed by the Village of Hines Creek,
- o any other information deemed necessary by the Council of the Village of Hines Creek.

(c) Directions for Growth

General directions for the growth and future expansion of the Village of Hines Creek are:

(i) Residential growth to the north and east of the existing Village boundary. This may include highway commercial land uses related to the highway.

(ii) Industrial growth and highway commercial growth to the east and south of the existing Village boundary in order to exploit the relationship of these lands to the highway and railway areas.

(iii) Community related development to the north and east of the Village boundary.

RESERVES

SECTION FIVE

Section Five - RESERVES

1. GENERAL

The Planning Act, 1980, specifies that a subdivision approving authority (Peace River Regional Planning Commission) may, under certain circumstances, require the owner of land that is the subject of a proposed subdivision to provide any or all of four distinct types of reserve:

- Environmental Reserve (ER),
- Municipal Reserve (MR),
- Municipal and School Reserve (M&SR),
- School Reserve (SR).

The aggregate amount of land that may be required for Municipal Reserve, School Reserve, and for Municipal and School Reserve, must not exceed 10% of the area of land remaining in the proposed subdivision after deducting the land, if any, provided for environmental reserve.

Reserves may be taken as land, or as money-in-lieu of land (except in the case of Environmental Reserve) or they may be deferred pending further subdivision. In all cases, the amounts, types, and disposition of reserve must be specified.

Reserves are intended to serve the following purpose:

(a) Environmental Reserve: to be used as a park or left in its natural state.

(b) Municipal Reserve, School Reserve, or Municipal and School Reserve: to be used for a park, recreation area, school purposes, or to separate incompatible land uses.

A new dimension to the reserve situation is the involvement of school authorities in the reserve allocation process, formerly the exclusive domain of the municipality.

2. ACQUISITION OF RESERVES

(a) Reserves may be acquired in all instances where such acquisition is possible under the Planning Act, 1980.

(b) Environmental Reserve (ER) may be provided where land that is the subject of a proposed subdivision contains areas that are:

(i) unstable, or
(ii) subject to flooding, or
(iii) adjacent to swamps, streams, lakes or other bodies of water, or
(iv) are unsuitable for development.

(c) Municipal Reserve may be provided:

(i) as land in a proposed residential subdivision, and

(ii) as land or money-in-lieu of land in a proposed industrial or commercial subdivision.

3. ALLOCATION OF RESERVES

(a) In an industrial or commercial subdivision, all reserves may be provided as Municipal Reserve and/or Environmental Reserve.

(b) In a proposed residential subdivision, sufficient Municipal Reserve and or Environmental Reserve may be provided for neighborhood park and recreation purposes.

4. RESERVE AGREEMENT

The Council of the Village of Hines Creek is encouraged to enter into an agreement with the local school authority regarding municipal school reserve allocation.